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GM GENERAL MOTORS

War-Craftsman

VOLUME 2 APRIL, 1943 NUMBER 6

EYES UP. No machines now flying can match the Mosquito. Already it has made a name for itself in the War, with its sweeps over Occupied Europe and Germany. Test pilot Jimmy Follett recently gave a thrilling demonstration for G.M. employees over Oshawa. Shown in the picture with "Eyes Up" are G.M. employees caught by the camera as they watched the demonstration. Left to right: Joe Narbonne, Muriel Dafoe, Helen Battle, Beatrice Humphreys, Norma Hall, Lorraine Keenan, June Cook, A. W. Tyson, Marg. Keeler, Terry Graham (behind schoolboy in foreground). The crowd-shot was taken from a different angle and is superimposed on the picture of the plane over the office building.

OSHAWA DAY NURSERY FINE ENVIRONMENT

War Worker Mothers Can Work Free From Worry About Tots

By Mary Nobes

The problem of the proper care for children of mothers employed in war industries has been solved by the establishment of Wartime Day Nurseries in various centres. Oshawa is one of the cities in which the government has set up such a Nursery, and the local one is located at 300 Centre Street.

A mother who has to worry as to whether the neighbor is taking proper care of her child while she is working, is not doing her best work. Nor does that system of child care produce a sense of stability in the child, who needs it more in wartime than at any other time. The sensible mother investigates the Wartime Day Nursery and when she is satisfied that her child will receive the proper care and attention there, then she may go on with her vital work with an easy mind and a light heart.

The Nursery opens at 7.30 in the morning, but could be opened earlier for the convenience of mothers working on shifts, stated Mrs. Eleanor Butcher, the supervisor. There is room for many more children at the Oshawa Nursery and interested mothers are advised to see Mrs. Baxter at the Selective Service Office. If the problem of transportation has been delaying the entry of any child into the Nursery, then the mother should visit Mrs. Butcher at the Nursery, 300 Centre Street, and discuss the problem with her.

First thing upon arrival, the child receives a large glass of tomato juice. Before this he has removed his own coat and hat and placed them in a little cupboard space all his own. He then goes to the washroom, where the basins are the right height so he may wash himself. Outside the washroom is a small screen, divided into sections. Each section is covered with hooks on which hang the child's personal bath towel, hand towel, washcloth and tooth brush. He is taught that, under no circumstance, must he use any of the other children's towels.

Before each meal, both the dinner at noon and supper at night, the children have a quiet period. They all go to a pile of colored mats, each different, and select their own mat. These are placed on the floor around one of the helpers, who then reads an interesting story to the youngsters. No child has to sit there and listen to the story if he wishes to do something else.

Dinner is a child's delight. Here, no person hollers "Eat your vegetables." No helper is allowed to annoy the child with constant advice which leads too often to tattered nerves for both the adult and the child. The youngster is told firmly "No vegetables, no dessert." He soon discovers that this is a hard and fast rule, which no amount of crying will break. Between the vegetables and dessert course, cod liver oil is given to each child.

Then each child goes to his own little bed and has a rest for an hour and a half. He doesn't have to sleep, but once again, he may not disturb the other resting children. Example is the method of teaching employed at the Nursery more than any other. After the rest period comes another play time, then a quiet period before the meal, and then the evening supper. When the mothers call for the children, they are all washed, fed and tired from the pleasure of playing with their chums, and are ready for bed.

Shatter-Proof Lens Saves GM Workman From Glass Eye

Gun Mount Department Sees Dramatic Proof In Goggles Worth

When the wheel of a tool and cutter grinder broke recently in the Gun Mount Department in Oshawa, one of a dozen flying pieces hit the goggles of employee Robert Richardson with such force as would certainly have been sufficient to cost the employee the sight of his left eye. Dramatic proof of the value of observing the rule that shatter-proof goggles should always be worn by people working on grinders, is provided in this incident. Said Bob Richardson, patting the glasses almost affectionately: "If it hadn't been for these goggles I'd have to do with only one eye for the rest of my life." Asked if he ever used the machine without goggles he replied: "Not if I know it. It only takes this sort of thing a fraction of a second to happen and no matter how small a job a man has to do on a grinder, that fraction of a second is long enough to cause him serious trouble if he isn't careful."

Industrial accident reports show that mishaps due to grinding operations are on the increase. It is therefore desirous that every care be taken to prevent this type of accident from occuring in our plants.

Here are some hints that, if observed, will save serious injury, perhaps even the loss of an eye:

When using a bench or pedestal grinder, be sure that the tool rest is in position 1/8" away from wheel. Use goggles for all grinding if glass guards are not attached to machine. If glass guard is on wheels—use it, if you cannot see your work properly report this condition to your foreman.

When using a hand grinder wear your goggles and be careful when starting—not to stand in line with wheel. Test wheel for cracks before you use it.

Do not grind so that sparks and particles can fly into a gangway.

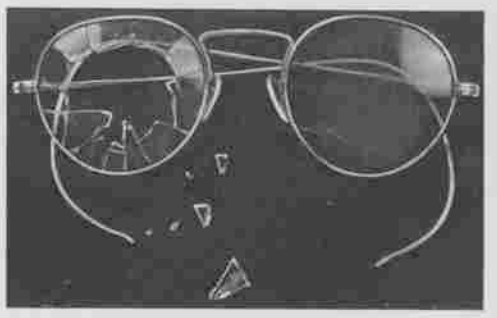
Whenever possible use screens to protect other workmen from flying particles.

Do not dig into face or side of wheel. This can throw wheel out of balance and cause it to burst.

Whenever you approach an area where grinding operations are being done, wear your goggles—it might save an eye injury.

No matter how good a match a glass eye may be, you can't see **worth a darn with it.**

AN EYE WAS SAVED when a fragment from an exploded grinder hit the lens of Bob Richardson's goggles. Bob here demonstrates for the camera how the accident happened.



THE OLD WAY was not so good as shown by this actual picture taken of a pair of private glasses after a flying nail hit the lense. This accident occurred in the shipping department not long ago. Fortunately only a minor eye injury resulted.

PREPARED TO SERVE IN TIME OF NEED are employees here being presented with St. John Ambulance Association medallions. Top row, left to right: Aage J. Johansen, James A. Wright; middle row, Vida Shaw, James Bryce, Irving A. Cowie; front row, R. B. Reddock, who presented the medallions, and Mary Wales.

Medallion Awarded Oshawa Employees in First Aid Classes

Symbol of Three Years' Examinations Successfully Passed

During the past eight years first aid classes held under the auspices of The St. John Association in the plant at Oshawa were very successful. There was an average attendance over the years of about forty men.

There were also classes held for women, seventy-five attending in the last two years.

Men and women who pass the examination set by the St. John Association are awarded certificates for the first year, vouchers for the second, medallions for the third, and a label for each other year past the third.

The instructors for the classes held in the last eight years were Mr. Harry Rigg and Mr. Bill Fitches under the supervision of the Plant physicians.

In commenting on the awards, Mr. Reddock pointed out that those who had received them were entitled to "all the credit in the world."

"It should be pointed out," Mr. Reddock said, "that those who take this course do so entirely of their own free will, contributing hundreds of hours of their own time and thought in equipping themselves to help others in time of need."

HUNGRY is this little lad seen getting a bowl of something good and nourishing. The lady is Mrs. Butcher, Nursery Supervisor.

PLAYTIME with colourful toys is held inside when the weather is bad. Notice the furniture. Like everything else, it's child size.

THE STORY CIRCLE is enthralled as it listens to the wonderful adventures of a nursery favorite. This hour is popular with all the children.

FIVE HUNGRY FELLOWS pitch in to a carefully planned, appetizing and nourishing meal that will help them grow into husky youngsters.

A YOUNG MAN RETIRES for his afternoon nap. He looks pleased at the prospect.

—Photographs courtesy of The Commando.

Victory Suggestions Pour in at Four Plants

Good Ideas Are Submitted By Production Soldiers For Increasing Production, Improving Quality, Saving Material and Reduction of Waste

Now in effect at all General Motors plants in Canada, the Suggestion Plan is commanding top interest among employees. Last week the Suggestion Committee at Oshawa Plant began sessions to evaluate the hundreds of ideas for increased production, improvement of quality, material saving, or reduction of waste. It was indicated that at least some of the suggestions would mean a pay-off in Victory Bonds or War Savings Certificates, but definite awards were not officially announced. These will be announced in due course to the employee submitting them, will be bulletined by number at the Suggestion Boxes, and of course published subsequently in the Warcraftsman.

The new Suggestion Boxes had no sooner been placed in position throughout the various departments at Oshawa when the standard suggestion forms began to drop into the slot, and when the first meeting of the committee was called, there was a pile of good ideas to be analyzed and considered for awards. If the experience in other plants of General Motors is any criterion, there will be an increase not only in the number of ideas submitted but also in the value of the suggestions until somebody hits the "jackpot" of $750 and his group benefits to a corresponding extent under the limits set.

Plants Independent

The Plan is more or less similar in all General Motors factories in Canada, with some small variations in procedure as between Regina Industries Limited, B.C.I. and General Motors of Canada. Each plant has its own committee, each representative of all the important departments. Names of local committees are published in the adjoining column.

While Oshawa and Walkerville were getting under way, Border Cities Industries and Regina had scores of victory ideas "in the bag" and from now on it will be a race to see which plant qualifies for the big awards.

When interviewed about the Suggestion Box activity at Regina Industries, Thornton Logan, Chairman of the judging committee, sat back and beamed. "It's a grand idea," he said, "and I am all in favor of anything that will encourage the plant employee to make every use of it. So far we have received scores of suggestions, and about 75% of them are good, usable ideas."

All Kinds of Ideas

About half of the ideas approved by the judges were purely local in effect, or in other words they were intended to speed up or facilitate the actual operation on which the worker who had made the suggestion was engaged.

The other 50% were more general in their application and aimed at the good of the war effort as a whole, either by the saving of time, power or material. The application of these suggestions, in fact, have had a definite bearing on reducing the production costs in the plant.

Thornton got in one final blast for his pet theme, namely that the cost of putting all of these fine suggestions into operation had been almost nil. So it seems that the Suggestion Box is definitely a hot idea. More power to it!

All You Have To Do

Tips to would-be suggesters in any plant: Just go to the Suggestion Box in your department, fill in the suggestion blank you get there and deposit it in the box. Get your foreman or department superintendent to help you fill in the blank if necessary. If it is your own idea, not in use elsewhere and is of value to the Company, you will likely see the serial number posted on the bulletin at the suggestion box station later on. That will mean you are in the money and you will be advised of the procedure to claim your award.

Finally, study the Suggestion Plan instructions in your particular plant. Don't stop at one good idea. Every ounce of material saved, every increase in productive capacity, is a blow to the enemy.

COMMITTEES

Oshawa

Elaine Burton; F. D. Maundrell. S. J. Nobbin (Secretary); G. W. Read (Chairman); N. K. Hezzlewood; A. J. Renwick; L. Hartley.

Regina Industries Ltd.

George Soutar; Charlie Eder; Thornton Logan; Frank Ellis.

Walkerville Engine Plant

W. Curry; F. Pearce; H. Hodgins; F. Wallace; N. Ostrawski (Secretary); W. Kay.

U.S. Results Inspiring Says Production Head

Early Report Indicates Keen Interest in Suggestion Plan

Reports at the end of two months' operation of the Suggestion Plan in General Motors plants in the United States brought glowing tribute from B. D. Kunkle, Vice President in charge of manufacturing.

"The response of our employees to this campaign to marshall all our General Motors "know-how" behind our determination to produce for victory is genuinely inspiring," said Mr. Kunkle. "It has led to some substantial increases in production. Equally important is the spirit of which it is the evidence.

Over 15,000 "produce for Victory" suggestions were submitted by G.M. war workers in the States during the first two months of the plan's operation.

THE COMMITTEE CONSIDERS the first Oshawa suggestions to be submitted at their inaugural meeting on Tuesday, March 30th. See centre column for names of committee members. The Committee's findings are already posted on the plant and office bulletin boards. Some very promising suggestions were contained in this first batch.

HERE'S A GOOD ONE, if the Regina committee are to be taken at their face value, as shown in this recent picture. Thornton Logan, Regina Committee Chairman says: "It's a grand idea, and I am in favor of anything that will encourage plant employees to make every use of the plan."

"HERE'S MY SUGGESTION," says Lillian Gustus as she drops it in the box at Regina. Suggestions are considered purely on their merits with the names of the contributors detached from the form before the Committee judges the suggestion itself.

BOARD OF EXPERTS for the Walkerville Engine Plant are here shown at their first meeting to consider victory suggestions. "The plan is just getting under way," says our engine plan editor, but it is no secret that everyone here is confidently looking for real results."

NEWS FROM GM MEN IN THE ARMED FORCES

STILL GIVING SERVICE

Lieutenant W. A. Armstrong

Lieutenant W. A. Armstrong, a former employee of the United Motors Service Division is working on service parts for His Majesty's Forces in the same capable manner as when he was in Oshawa.

"Ted", as he was known by the boys in the Parts Department, enlisted on July 9th, 1941, and was Acting Sergeant at the Parts Depot in London until November, when he left for O.T.C. at Brockville, where he obtained his commission in December, 1941. He arrived in England on May 7th, 1942.

Ted's years of parts knowledge is now being put to good use in England, as an officer in the R.C.O.C.

In a recent letter received from England, Ted advises he has met several former G.M. employees all of whom are making their contribution to the war effort and the company's policy of "Victory is our Business."

Finds Life Dull Except When Bombing Berlin

"Very Unexciting" says Former Meaford Dealer Accountant

In a letter from Somewhere in England, Flying Officer, Geo. H. Wheeler, former employee of the General Motors' dealership at Meaford, Ontario, writes:

"You ask us to write about our adventures but I am afraid my experiences have been very unexciting. I am attached to an R.A.F. heavy bomber squadron and my job is navigation. I have been on quite a number of sorties over Germany and have been down to stir up Mussolini a few times. Up to date everything has gone quite according to the book and I feel we have put our bombs just where they would do the most good. I have realized one of my ambitions since I came over here—that of dropping a nice, big, beautiful bomb smack in the centre of Berlin.

I do hope it won't be too long until I am back dashing off trial balances and financial statements for someone. I feel I could do it in record time now."

LONDON MAN PROMOTED

Another London dealer man who was recently promoted to Sergeant, writes his appreciation of our Department of War Training for the excellent service literature of army vehicles he is getting in England. He is Sergeant M. E. Kerr, who was a metal worker with the London Motor Products before joining the armed forces, now mechanical instructor in England. Over 1500 officers and men have attended his classes since he began this work.

Two Men from One Dealership Win Promotion in The Army

Few General Motors dealerships can boast of two officers in the Canadian Army with commissions earned because of their garage experience. This, however, is the record of A. P. Maguire Motors, Limited of London, a dealership whose Service Flag has 35 names on it, including Major Jess Cornell and Captain Hardy Green. They both volunteered for overseas service at the same time and left in the Autumn of 1939.

Major J. H. Cornell

Jess was Shop Foreman and "Andy" was his understudy and a very fine mechanic. Jess got his commission in an unusual way. One day a senior Army officer drove his balky car into the garage at London and Jess Cornell fixed him up with such efficiency and speed that he was offered a commission then and there in the First Divisional Supply Column, R.C.A.S.C. Jess served in France during the Dunkirk affair and escaped capture by a hair's breadth. Later he was appointed to the post of Chief Instructor for the School of Mechanics of the First Division and finally was granted his Majority.

Captain Hardy Green

"Andy" went over as a Sergeant-Major, saw service in France, earned his commission, later his captaincy. He figured in the King's Honour List at New Years when he was awarded the Ribbon of the O.B.E. (Order of the British Empire).

Both "Andy" and Jess are well remembered in London. "Andy" was a prominent distance runner with several trophies for wins at ten miles. He was also considered one of the most proficient Boy Scout leaders in Ontario.

New Names ON THE GM HONOR ROLL

GENERAL MOTORS OF OSHAWA

Merton G. Ackerman; George A. E. Andrews; Vernon G. Asselstine; Phillip E. Ayling; Richard R. Barriage; William R. Bevan; William A. Blight; Donald E. Bowler; Ronald E. Brent; Charles Brick; William Broad; Albert L. Bryan; Henry Bukoski; David M. Cameron; David C. Carey; Harley R. Carr; Keith Cartlidge; William G. Cave; Willaim Clark; Edwin B. Clark; Lloyd F. Clark; Keith H. Clarke; Rupert J. Clary; Douglas J. Conlin; John E. Cook; Arthur W. Crowells; Lorne E. Dalton; Stanley Debosky; Wilbert A. Dever; Walter E. Dunlop; Frederick W. Elliott; Douglas T. Favell; Edward R. Flutter; Walter Fry; Ronald H. Gibbs; Alfred E. Gillette; Donald E. Glover; Frank A. Glover; Azel A. Guest; Lorne H. Gray; Raymond P. Haley; Claude T. Halleran; Frances B. Hance; Donald Holloway; John R. Holmes; William E. Kent; Julian L. Kerlan; Marvin J. King; William E. Kirkpatrick; Stuart W. Knapp; Robert LaBreque; Donald J. Leach; George V. Lee; William E. Legge; John Lescisin; Ronald G. MacDonald; Stuart M. Mark; Allan R. Morgan; Earl E. Morphy; Robert Moon; Irvine W. Murdoch; John M. McEachern; Thomas McGrath; Bertram J. Nichols; Marjorie E. Noble; John R. Osier; Harold G. Perry; Robert F. Rae; Walter Reid; Edward D. Rodesky; Thomas W. S. Sloan; Norman S. Sills; Eldon R. Steeves; Samuel C. Thorndyke; Irwin E. Tomlinson; Frederick W. Trewin; Claude R. Underwood; Alex VanVolkenburg; William G. Walker; Gordon H. Wernham; Harold J. Wheeler; John E. Wilkins; Frederick C. Willits; Carl G. Wilson; Walter A. Yonson.

GENERAL MOTORS OF WALKERVILLE

Ernest W. Allen; Harold R. Bailey; Richard M. Brisco; Thomas W. Brooke; John G. Broughton; Daniel L. Grenon; Charles A. Harvey; Reginald S. Lee; Leo. J. Jubinville; Alfred D. Jacques; Ted Kuzniar; Hilda E. Lemon; Douglas W. Morris; William M. Oliver; Charles D. Peer; Herman L. Renaud; James Simon.

REGINA INDUSTRIES LIMITED

Grover Angott; Cecil B. Bell; Donald Brock; Glen I. Brown; Leslie Buttrey; Albert Cadorette; Leonard Chase; Daniel Dreger; George Griffin; Morley H. Keeling; Lloyd Larson; Herbert Myers; Edgar W. Statt; Wilfred Ulrich; Cameron Young; Charles Wade; John E. Wood.

VANCOUVER ZONE OFFICE

Ernest H. Brautigan; Lorraine Drury; Clifford Harris; Joseph J. Thomas.

BORDER CITIES INDUSTRIES

Harold R. Bailey; Jack Bergen; John G Broughton; Louis Brunell; Nellie Culver; Ross Cushing; Peter Daypuk; Margaret Deslippe; Wesley Feyge; Phyllis Ford; Thomas Gibb; Joseph Gordon; John Jarosinki; Hilda E. Lemon; Vera Lawrence; Marion McGarvey; Marvin E. Matusak; Francis May; Mildred Menear; Agnes Merrett; Frank Mollard; Robert Murray; Stuart McAuley; Elizabeth McIntyre; Frances D. O'Mara; William O'Neill; Gilbert Paxton; Isobel Pearson; Charles David Peer; Ken Plummer; Jack Sellick; Martha Thrasher.

THE FAMOUS 249TH SQUADRON OF MALTA have earned their place in history. Members of the Squadron are seen here in an off moment during Malta's ordeal by bombs. Second from left is the now famous "Buzz" Buerling. Thurne Parks, also with several planes to his credit, is seen second from right in the picture.

Oshawa Man Was Twice Shot Down Over Malta

Caterpillar Club Member Promoted, Married in England

Thurne Parks, whose parents reside at 271 Gibbon St., formerly employed as a metal finisher in the Stamping Plant, tells of thrilling experiences encountered over Malta in a recent letter home. Thurne is a fighter pilot and was attached to the same squadron as the now famous "Buzz" Buerling. He describes one brush he had with Axis planes, when his own barrage shot away the tail of his plane and he was forced out by the concussion of the hit on his Spitfire, barely getting his parachute open in time. The next time, while protecting the famous convoy that battled its was through to the beleaguered Malta, his plane was upside down and in flames when he again had to bail out while only 500 feet above the Mediterranean. Fortunately, he was picked up before very long by one of the ships of the convoy, and he was not much worse for his experience, except slight burns. He states in his letter, "that he more than evened the score that day."

Instructs R.A.F. Recruits

Thurne Parks has now been transferred back to England, where he is instructing young recruits in the art of air combat which he has mastered so well. He has been promoted to the rank of Pilot Officer. While on leave in October, he was married to a London girl. Thurne's brother, Pilot Officer Milton, now has his wings, hopes to meet his brother and new sister-in-law in England soon.

THURNE PARKS AND HIS BRIDE are here shown as they left All Saints, Forest Gate, London, after their wedding. The bride is a London girl.

THEY ARE ALWAYS ON GUARD FOR YOUR HEALTH

Keeping Workers Fit To Carry On Is Job Of Competent Medical Staff

Medical health service in industry is a major war job that calls for a high calibre of skill and a lot of hard work. That industrial medical staffs in general and G.M. doctors and nurses in particular are doing their war job in distinguished service order is a fact that deserves recognition.

Increased employment has brought new problems that have been consistently met and solved with little benefit of publicity. Many people new to work and others new to industrial working conditions have had to be hired to meet the heavy war production schedules. War conditions have made it impossible for employment agents to be as choosey about the physical condition of applicants as they are under normal circumstances. These factors were expected to bring about an increase in occupational illness and minor injuries due to inexperience. The co-operation of experienced workmen and supervisory staff in helping new people become accustomed to their working conditions has served to keep this expected increase remarkably low. Nevertheless, the number of people requiring medical treatment has increased in the war years.

The problem of our medical health service has been to handle the necessary extra work while being constantly on guard against the possibility of epidemic disease which would be hard to check, if it should gain headway in such a large group working harder and longer hours.

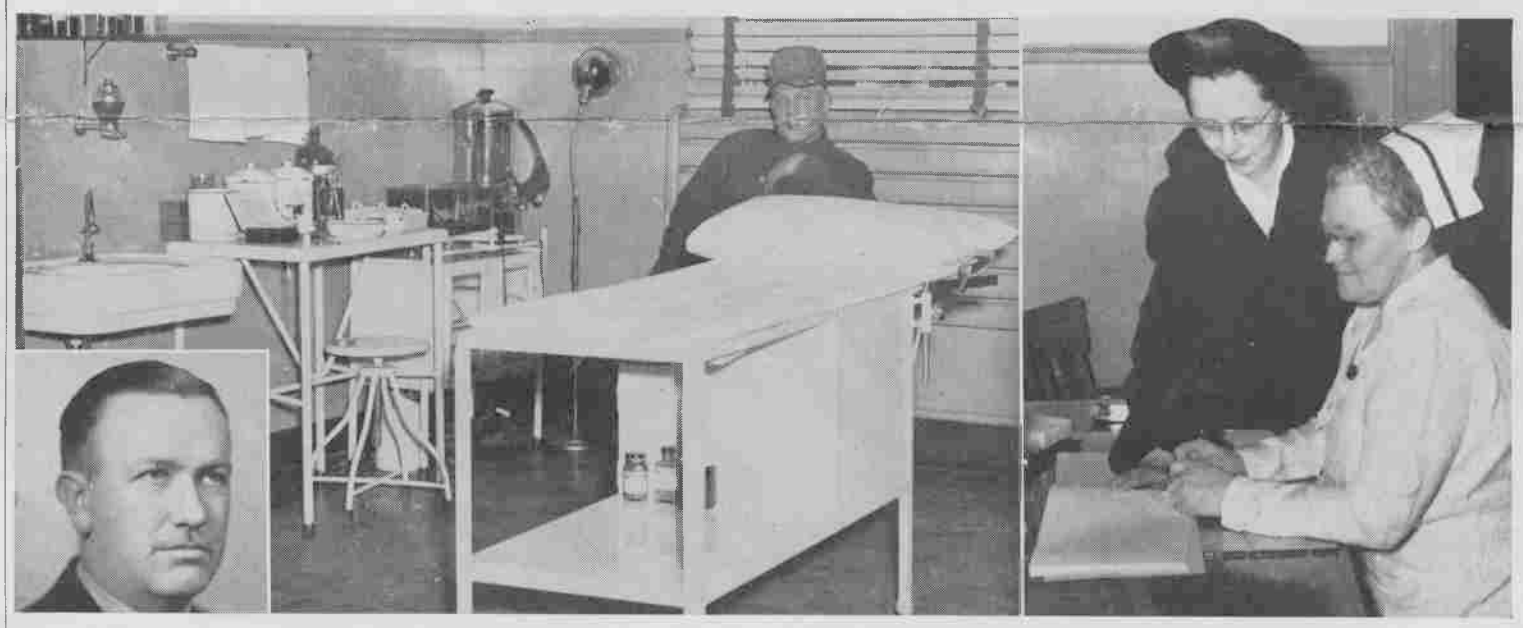
In addition to all this plant physicians have supervised the training of a great many employees for possible medical A.R.P. duty in the event of attack.

It should be a source of great satisfaction to all G.M. people to realize that our medical staffs are doing a grand job and have shown themselves ready and competent to meet any emergency.

NOTE: The War-Craftsman will carry articles on "Your Health", (what to do and what is being done about it) in subsequent issues of the paper. These articles will be on subjects of popular interest as well as on particular phases on the medical services program. The first of this series will be an article of the famous "Sulpha Drugs" by Dr. Pim, physician for the Oshawa plants.

CORRECTION: In the March issue of the WARCRAFTSMAN it was incorrectly stated that Dayton J. Ellis is with the Army. Mr. Ellis is in fact, with the Navy and we regret having made this error. His mail should be addressed c/o Fleet Air Office, Halifax N.S.

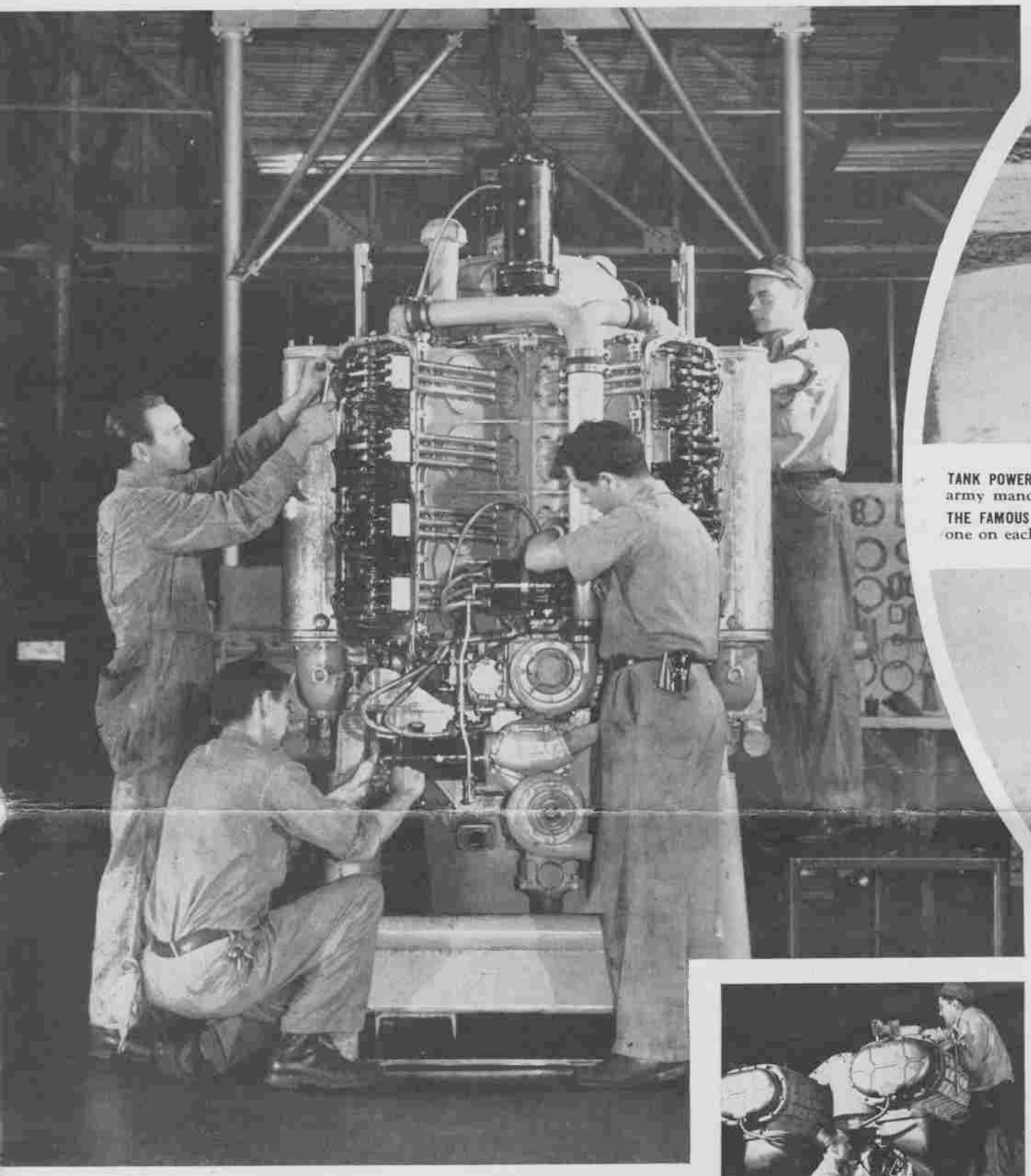
ALL IN A DAY'S WORK at the Oshawa Plant Hospital are scenes caught by the camera in the above four pictures. Top left is Nurse Amber Sonley, filling in the registration card for George Saunders. Top right is a group scene in the general dressing room, showing the staff from left to right: Dr. E. P. Kelly, Nurses Janet McMillan, Amber Sonley, Lyla Cameron, Dr. F. S. Pim, Nurse Mabel Hunter. Patients are: G. Saunders, D. Ormiston, R. D. Mills, O. Turner, F. H. Perry, F. G. Knowles. Lower left shows Nurse Lyla Cameron taking X-ray pictures of Harry Campbell's injured hand, to make sure no bones are broken. Lower right, Dr. Pim is seen examining Howard Darlington's eye in the special room set aside for this work.



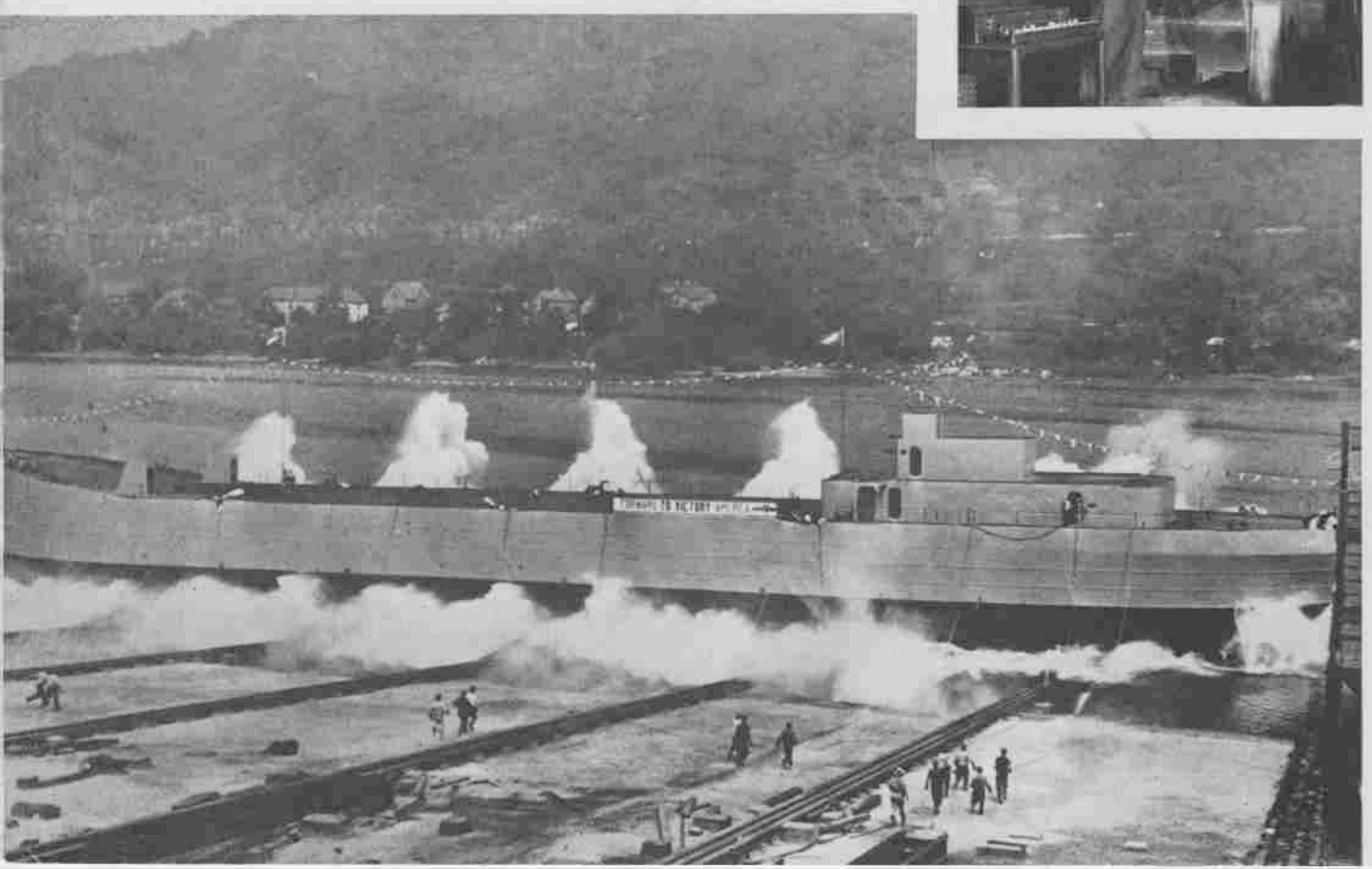
THE RIGHT PLACE for emergency treatment "at the right time" is more than half the battle in preventing small injuries from becoming serious. Here is a portion of the operating room in the Regina Industries plant hospital, showing an employee waiting for treatment. Inset is plant physician, Dr. W. S. Allan. The second picture shows Nurse Ruth Kennedy leaving duty as she turns over her records to Nurse Florence Reoch, who does on duty for the next shift. Our staff of trained nurses are especially fitted for treating the type of injuries that are likely to happen in industrial plants. That they do their job well is shown by the fact that, from experience, employees have come to expect the best

WINDSOR PLANTS are also well-equipped. In the above (left) picture Nurse Rhoda S. Parnell, of the Walkerville Engine Plant Hospital staff takes a sliver out of Norman Duquette's hand. In the centre picture, Border Cities Industries' Nurse Jean McLean is shown giving a hypo to Bill Thompson. B. C. I's. medical staff are pictured at the right, they are: Nurse Mildred Westcott, Dr. Norman Boyd, Nurse Jean McLean. Equipment in all G.M. plant hospitals is completely modernized and streamlined to help in providing the most efficient, up-to-date treatment it is possible to secure. Complete records are kept on all patients who are treated.

"POWER PLANTS" for



THE NEW LIGHTWEIGHT PANCAKE ENGINE developed by G.M. and produced by the Electro-Motive Division is believed to be the lightest ocean-duty Diesel ELECTRO-MOTIVE ENGINEERS (*right, inset*) were able to adapt this locomotive type Diesel engine for use in transports, heavy cargo boats, tank carrying barges, landing boats and other naval vessels.
THE NEW VICTORY SHIP shown below is powered by Electro-Motive Diesels.



TANK POWER is largely a job of Diesel engines. Below a tank is shown in recent army manoeuvers in southern California.

THE FAMOUS P-38 fighter plane is powered by two G.M. Allison engines, located one on each nose of the plane's distinctive double fuselage.

GM ENGINES PLAY LAND, ON THE SEA

Horsepower is one of the mightiest factors in modern war. Power to drive bombing and fighting planes through the air; power to push land transports of every description across the world's battle-fronts; power to propel ships through the seven seas. We of General Motors, in the United States and Canada, are proud that, because of our skill and experience, we have been chosen to supply many of the engines that will carry the allies to Victory on land, at sea, and in the air.

ON LAND

For example, in Canada, at Walkerville, we turn out engines for trucks of every description. It is a well-known fact that trucks powered by these Chevrolet engines and assembled in Oshawa have played and are playing a tremendous part in the sweeping advance of General Montgomery's Eighth Army. Similarly, Chevrolets and GMC's produced in the United States are doing their part in the campaigns in China, Burma, Africa and the Australian theatre. Gasoline and Diesel engines for tanks, too, are made by our fellow war craftsmen in General Motors plants in the U.S.A.

FIGHTING MACHINES

IN THE FOREGROUND of nearly every action in North Africa have been Canadian built Chevrolet army trucks. Here is a recent scene in North Africa after the rains came. The engine that powers this truck went through the same process shown in the production story on this page. These very men made the engine that now adds it's power to the United Nations life line.

A BIG PART ON AND IN THE AIR

ON THE SEA

Compact in form, delivering high horsepower in small space and economical of fuel, Diesel engines are finding an ever-expanding field in naval circles. General Motors, pioneer in the volume production of these plants, now manufactures them for submarines, war ships of many types, cutters, tugs and cargo vessels.

IN THE AIR

Two basic types of aviation engines are used in this war—the radial air-cooled design and the liquid-cooled type with cylinders placed as in an automobile. General Motors is producing both kinds for the United States government. The famous Pratt & Whitney radial air-cooled engines are streaming off assembly lines in Chevrolet and Buick plants for such air giants as Consolidated B-24 bombers. Allison liquid-cooled engines are being developed by G.M. workmen in the Allison Division for such deadly fighters as the twin-motored Lockheed Interceptor Pursuit, illustrated here, the North American "Mustang" and the Bell Airacobra.

PRODUCTION STORY IN THE WALKERVILLE ENGINE PLANT is pictured here as the engines progress in the manufacturing process. No. 1 shows cylinder and slab milling being done by Wesley Ruston. In the second picture Roly Hammer does rough and finish milling on cylinder heads. Shown in the third picture is finish honing of cylinder bores with George Patkau doing the operation. In the fourth, Nelson Varga is seen finish grinding a Chevrolet cam shaft. Rough turning crank shaft and connecting rod bearings is shown being done by operator Andrew Upcott in No. 5. Next is a machine operation on the crank shaft gear with Theodore Zettel doing the job. No. 7 is a shot of the piston department, showing Henry Barkosky reading amplifiers, with Jude Bennet operating the machine in the background. No. 8 shows John Bremner drilling and reaming distributor hole, cylinder and case. The last picture shows the main assembly line hooking up connecting rods just prior to the final assembly operation. Operators front to rear are: Napoleon Boyer, Anthony Berardine, Jos. Slosky, Fred Dallimore, William Chalmers, George Kissman.

War-Craftsman

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• Editorials •

YOUR IDEAS WANTED

New departments are being planned for the War-Craftsman as time goes on and we are always on the look-out for guides to what readers would like to have included in the paper. In the meantime, your opinion expressed either personally, by phone, or in writing will be a great help.

This is your paper. If you think there's something worthwhile missing from its pages or anything wrong with the subject matter or the way it is produced—PAN IT.

If you think of faults and tell someone else about them before you give us a chance to fix it, it ain't fair, see? We can think of only part of everything, the rest of the job is yours. Now, have we said enough or do we have to write some pan letters ourselves and answer them too.

Write to the editor then, won't you? Pans or pats of course are acceptable, and you have our word of honour that your letters will be strictly "in the editor's confidence."

THE SECRET WEAPON THAT WILL WIN THE WAR

Parliament can't vote it—Dollars won't buy it..—It's our job to build it. Here are some suggestions as to how we all can do that job.

PUT UNITY INTO OUR COMMUNITY. Unity starts with "U". To win the war, stop private wars at home, on the job, with the neighbors. Honest apology ends friction—starts teamwork. If we all pull together, we'll all pull through.

BE A RUMOUR STOPPER. Rumours help the enemy. Trace the facts. Face the facts. Don't exaggerate. Every patriot shoots a rumour dead on sight.

MEET SHORTAGE BY SHARING. Use all of everything. Don't hoard. If everybody cares enough, and everybody shares enough, everybody will have enough.

KEEP THE MORAL STANDARDS OF THE NATION HIGH. Don't weaken the home front by wrangling something for ourselves on the side. Dishonesty and indulgence in us saps the nation's fighting strength. A decent world tomorrow depends on how we live today.

ASK YOURSELF THIS QUESTION. If everybody's patriotic spirit is as good as mine, what are the nation's chances to pull through victorious?

REMEMBER, YOU CAN'T SPELL VICTORY WITH AN ABSENT "T". Be on the job every working hour. Time off is time lost for victory not just for yourself.

BE A BOOSTER—NOT A KICKER. Think of the good things you can say about your employees, your boss, your men in the armed forces and their leaders, your government. We all make mistakes, we all like allowance made for ours. So does the other fellow.

LET VICTORY BE OUR BOSS "VICTORY IS OUR BUSINESS!"

INCOME TAX DEDUCTION

On page 10 of this issue we have printed a guide for a simple calculation of your own tax deduction beginning with the next pay. We were amazed, and like most people, relieved that the increase in tax deductions was as slight as it turns out to be. It looks like the government has wisely decided to trust in the faith that Canadians will supply the great need for extra funds by buying War Savings Certificates and Victory Bonds to the full extent of their ability.

"BACK THE ATTACK." LET'S GET READY TO BUY MORE BONDS FOR VICTORY

I SPEAK FOR THE RED CROSS

Good people who read these words, I wonder if you know what you did when you gave the fruits from tens of thousands of your hours of sweat and toil in the cause of humanity. This is not to praise you, I know good people always turn from praise. But I know of some of the things you have done with your gifts and I think it is right that I should tell you, because you ought to know.

You have provided more than a million soft white bandages that will soothe the pain of countless wounds and guard them while they heal. You have given food and nourishment to thousands who were starving or in prison, comfort and clothing to the exhausted and distressed. You have given the means of sending blood to save the lives of victims bled white by bomb and battle wherever they are found. Through you and you alone will life itself return to thousands hopeless but for your answer to their need. All this, my Red Cross workers and I will put in our records day by day. All this and more which we cannot write about.

"All this and more,?" you say. Yes, more than you can dream of, or I, waking or sleeping, can ever forget. Have you seen a wounded child smiling through his clean, fresh bandages? Have you felt a rigid, pain-racked body relax in blissful reprieve from its tormentor? Have you heard cries of awful meaning turn to a sign of mild and peaceful rest? Have you had mothers kneel to bless you . . . All these things I have known and witnessed in your name. I must tell you about them, because I am only an instrument of your message of hope. Yes, believe me, your name is written invisibly on their smiling faces. . . you Mary Jones, or Bill Smith, whoever you are who have made these things possible.

* * *

The total contribution by G.M. Employees to the Red Cross and Community Funds in the four plants was $26,084.00 This impressive total was contributed by the different plants as follows: Regina $2,500.00, Oshawa $18,446.00, Border Cities Industries $2,496.00, Engine Plant Walkerville $2,642.00.

IN THE NEXT ISSUE:

We shall attempt to define the dreaded term

"INFLATION"

Also we are thinking of discussing the question

"What will the First GM Car After the War Be Like?"

Yours till then, from the editor's pen. Ed.

GEMS OF HUMOR

A young candidate for the Navy was being put through a general knowledge test by a board of admirals.

"What kind of animals eat grass?" one of them asked.

The candidate fidgeted and stared out of the window, but said nothing. The question was repeated, but he still remained dumb.

"Surely," said one of the examiners, kindly, "you can answer a simple question like that? What kind of animals eat grass?"

"Animals!" gasped the boy, " I thought you said admirals."

* * *

"Excuse me, Madam," said the air raid warden, "your gas mask isn't on straight."

"You wretch," said the woman, acidly, "I haven't got a gas mask on."

* * *

Murphy: "What is that in your pocket?"

Pat: "Dynamite. I'm waiting for Casey. Every time he meets me he slugs me in the chest and breaks my pipe. The next time he does it, he'll blow his hand off."

* * *

Husband: "What is the proper thing to say if the duck should slip off the platter into a guest's lap?"

Wife: "You must be very courteous. Say "Pardon me, but may I trouble you for that duck?"

* * *

Two deaf men were walking in the vicinity of Wembley one day.

The first deaf man: "This is Wembley, isn't it?"

The second deaf man: "No, this is Thursday."

The first deaf man: "So am I, let's have a drink."

* * *

Peeved lecturer (who has told a story that failed to produce the expected outburst:) "Well, I suppose you folks will laugh at that story next summer?"

Voice in the audience: "No, sir. We laughed at it last summer."

* * *

One night a man was coming home somewhat the worse for a lengthy stay at the local pub. He was walking with one foot on the curb and the other on the road, when a policeman notice him. The policeman went over to the man and remarked: "Say, buddie, I had better help you home, you're drunk."

"Thank heavens," said the man, "I though I was a cripple."

* * *

Clerk: "These are exceptionally strong shirts, sir. They simply laugh at the laundry."

Customer: "Yes, I know that kind. I had some come back with their sides split."

* * *

New first aid student observing a man on a darkened side street, sprawled face downward, rushed over and began giving treatment for resuscitation.

Patient (with difficulty): "Lady, I don't know what you're up to, but I wish you'd stop tickling me; I'm holding a lantern for a guy working down in this manhole."

* * *

Jim: "You say you never had a quarrel with your wife?"

Jack: "Absolutely never. She always goes her way and I go hers."

* * *

Bride: "I don't want any more flour like that you sold me last week."

Grocer: "What was the matter with it?"

Bride: "It was so tough my husband couldn't eat the biscuits I made with it."

* * *

Officer: "What's the idea? Why are you men climbing trees and crawling through bushes?"

Private: "Well, sir, we camouflaged the gun a while ago, and now we can't find it."

* * *

"Just fancy that!" exclaimed the proud mother. "They've promoted our Jim for hitting the sergeant. They've made him a Court Martial!"

* * *

First Moron: "How come you pushed that cow off the cliff?"

Second Ditto: "I wanted to hear the Jersey Bounce".

* * *

The newly hired carpenter picked up a nail, looked at it, and threw it away. He repeated the procedure.

"What's the idea?" asked his boss.

"Half these nails are no good," replied the N.H.C. 'They've got the heads on the wrong end. "

"Well, don't throw them away," suggested the boss, "we'll use 'em on the other side of the house this afternoon."

* * *

The candidate was relating some of his experiences in Parliament and extolling the work of his party to the audience. "And now, ladies and gentlemen, I am going to tax your memory - -"

"Great snakes! Has it come to that?" interrupted a voice from the back of the hall.

WEDDING BELLS

THE KELLY'S shuffled off to Buffalo after their wedding in St. Catharines recently. Stewart Kelly is a well known employee of the Traffic Department in Oshawa. The bride is the former Miss Eileen Rogers of St. Catharines.

B.C.ITE'S WED. This very happy looking couple is Mr. and Mrs. Tony Peters, who were married during February. Mrs. Peters is the former Dorothy Leopold of Department 9, and Tony is of Department 17, B.C.I.

ROMANCE HIT the War Parts Department some time ago between Jack McMullen and Bernice Wilson, and so they were married this month, enjoying a brief honeymoon before Jack left to join the R.C.A.F.

Capacity Audience Hears Network Program

High Tribute Paid to GM War Workers by Mart Kenny's Fine Band

The Spotlight points with pride! Friday March 26th was Stop Number SIXTEEN on the Coca Cola Victory Parade and Mart Kenny and his "Western Gentlemen" were at Oshawa playing for an audience of General Motors War Workers. In the audience at the Collegiate Auditorium were more than a thousand from all the manufacturing divisions and office staffs.

From the moment when Cy Mack took charge of the pre-broadcast warm up until "The King" was sung at 9.30, it was a thrill for everyone in the audience. While a million Canadians heard the Spotlight Band and Judy Richards and Art Hallman, General Motors folks had the privilege of seeing and hearing Mart Kenny and his gang putting on a show for the coast-to-coast network.

And the spotlight was really on General Motors.

"The Spotlight," said the announcer, "points with pride tonight to the Oshawa Plant of General Motors of Canada. Points pridefully to its army of workers, numbered in the thousands, who labor daily that freedom's forces may never be lacking in the varied equipment they are committed to produce. In the more pleasant days of peacetime—pleasant because no threat of domination faced us—these giant production lines turned out sleek passenger cars, and sturdy commercial vehicles. Now their constant roar of activity means that our armies are getting trucks, armoured cars, armoured reconnaissance cars, tanks, machine-guns, and aircraft parts for the famous new "Mosquito" bombers, in swelling

(Continued on Page 10)

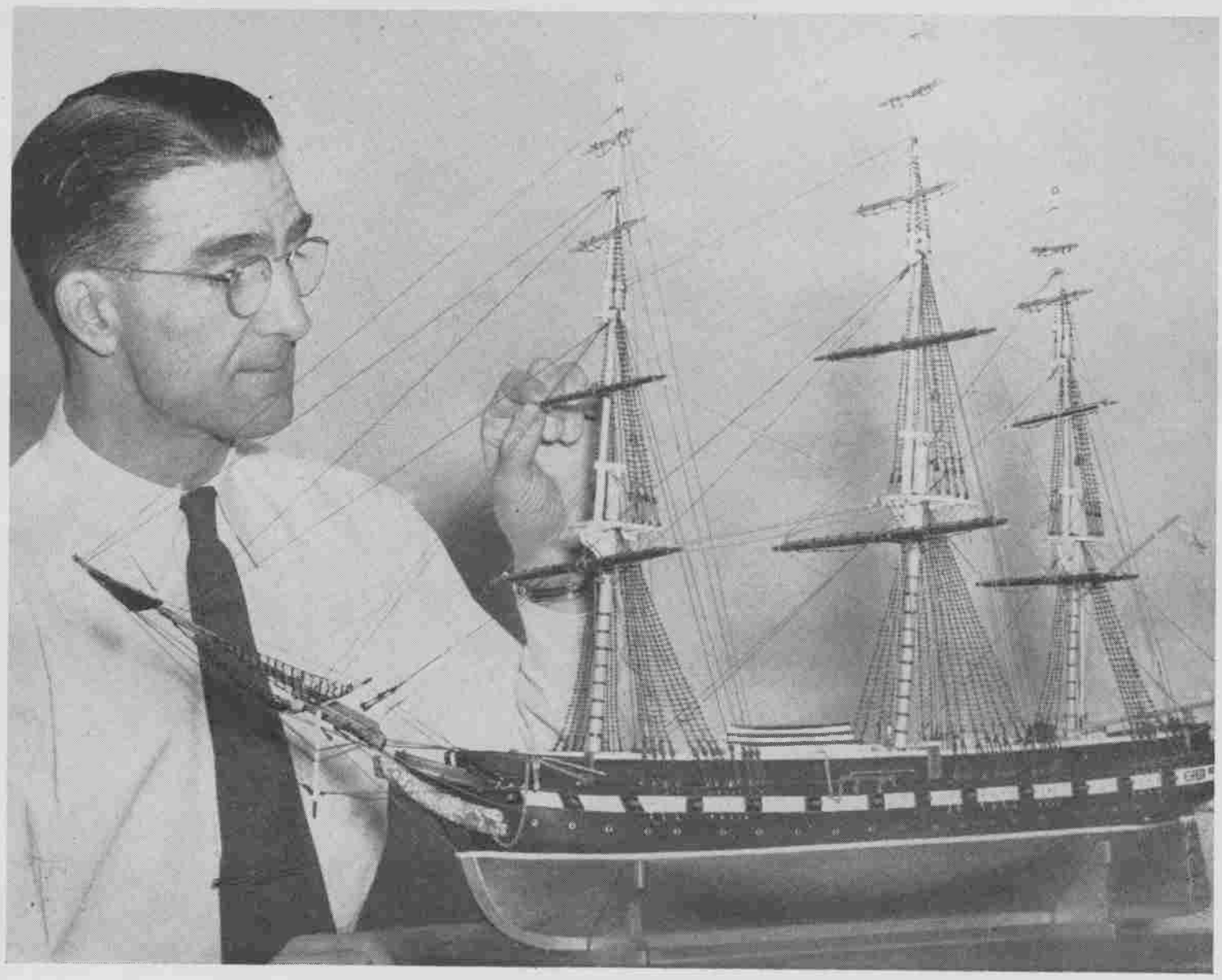
THE QUARTET SINGS Mart Kenney's theme song, "The West, a Nest and You". Shown from left to right are the maestro himself, the tenor saxophonist, the singing stars Art Hallman and Judy Richards.

AN IMPROMPTU CONDUCTOR selected from the audience at the Spotlight Show, was Elsie Kernan. This was one of the highlights during the entertainment just prior to the programme going on the air. After some trouble with an unruly saxophonist—Elsie got the orchestra in swing-style on the well known "Dark Town Strutter's Ball." This was a highlight in the program for both the orchestra and audience. Elsie Kernan works in the Parts Book department.

HOBBIES

MODEL SHIP MASTER is Fred Webster. When he starts to build a model ship, nothing is safe and nothing is sacred—costume jewelery, watch chains, children's toys and even the sticks from their lollipops disappear from their owner's ken and in direct ratio the model grows and flourishes.

Although Fred did not become actively interested in this hobby until about eighteen months ago, and can only work on his models at weekends, his output is prolific, and several Regina homes which have suffered from the mysterious disappearance of more or less useless knick-knacks, now sport a beautiful ship model in their stead.



HOW TO WORK OUT YOUR OWN TAX DEDUCTION

Suppose your income is $50 a week, or $2,600 a year, you are married and have two dependent children.

NORMAL TAX:		
Taxable income	$ 2,600.00	
Tax of 7% on $2,600	182.00	
Deduct credit for 2 dependents ($28 each)	56.00	
Net Normal Tax		$126.00
GRADUATED TAX:		
Taxable income	$ 2,600.00	
Deduct exempted income	660.00	
Net taxable income	1,940.00	
TAX ON $1,940		
On first $500 at 30%	150.00	
On second $500 at 33%	165.00	
On next $940 at 37%	347.80	
	$ 662.80	
Deduct:		
Credit as married person	150.00	
Credit for 2 dependents ($80 each)	160.00	
	310.00	
Net Graduated Tax		$352.80

	Total Tax Including Gross Savings	Gross Savings Portion	Tax Portion
COMBINED NORMAL AND GRADUATED TAX..	$478.00		
GROSS SAVINGS PORTION:			
½ of total tax of $478.80 (because it is less than 12% — 10% married plus 2% for 2 dependents— of income of $2,600, which would be $312.)		$239.40	
TAX PORTION:			
Total tax of $478.80, less savings portion of $239.40..			$239.40
TABLE OF DEDUCTIONS IS DESIGNED TO COLLECT 95% OF TAX AND SAVINGS, which is	$454.86	$227.43	$227.43
AMOUNT OF OLD DEDUCTION Every 2 Weeks ..	14.26	8.28	5.98
AMOUNT OF PRESENT DEDUCTION INCREASE beginning April 15	3.24	.47	2.77
AMOUNT TO BE DEDUCTED EVERY 2 WEEKS beginning April 15 pay	*17.50	*8.75	8.75

Note: Deduction on semi-monthly pays slightly lower.

*Less any alternative savings credit.

Capacity Audience Hears

Continued from Page Nine

numbers. These are not just words—Canada is now producing, in trucks alone, ten times the number that she did before the war.

"And heartening to all of us, and most of all to the boys who are so keen to man them, is the fact that production of mechanical vehicles in 1942 was double that of the previous year, and nearly triple that of 1940. Those are the figures of a nation wholeheartedly intent on the prosecution of the war.

"Not only are these workers assured that what they are turning out will in time come to be a notable contribution to the winning of this struggle, but they have the deep satisfaction that already the products of their hands and their brains, have played a sterling role in Libya, and on other fronts where the United Nations fight.

"And so, tonight, to the management and every worker of General Motors in Canada, for the zeal they continue to show in their task, sincerely, the Nation and Spotlight Point with Pride."

Things You May Not Know Till Now

Did you know there is a laundry in the Oshawa plant, with up-to-date machinery and experienced operators and that this department salvages large quantities of scarce material for re-use in our war effort?

Did you know that we have X-ray equipment for taking internal pictures to determine hidden qualities of almost every product and type of raw material we use in manufacturing tools of war?

Did you know there is a department in General Motors that can print, publish and bind books?

Did you know there is a complete photographic department that can handle any assignment from the taking of pictures to delivering the finished enlargement or print?

The War-Craftsman has a series of articles planned, on little known facts about our organization, that we hope will prove interesting as well as informative to G.M. people.

Flying Foreman Tom Terry

Veteran of Two Great Wars Now Soldier of Production at B. C. I.

Tom Terry, veteran of World War 1, honorably discharged from the service in World War II, for special employment under Department of National Defense, Category "A", over age for overseas service. He held the rank of Sergeant in the No. 1 Army Field Workshop, R.C.O.C., C.A.S.F., London, Ontario, in charge of workshops, and has many letters of recommendation from his commanding officers as to his ability. He was later General Foreman of the Hamilton Machine Company, and left that firm to join the staff of the B.C.I. early in 1942.

Tom in his earlier days was a successful jockey, and later spent many years in the automobile industry. He then turned to aviation, and was instrumental in establishing the Stratford Airport, the London Airport, and the Dufferin Street Airport in Toronto. He has owned many aeroplanes, and was the first to establish the Pelee Island Aeroplane Mail Service.

The cover of the McLaughlin-Buick Accelerator Catalogue dated October 1928, shows a picture of Tom with his plane, and the caption reads—"No Time Lost—Mr. Thomas Terry, London, Ontario, (left) is the first man to fly to Oshawa to take delivery of a car. Mr. Terry is President and General Manager of the London Air Transport and an enthusiastic McLaughlin-Buick owner."

One of Tom's recreational activities is his interest in Sports. His picture appeared in the Border Cities Star a few years ago, showing him in the capacity of time-keeper for the Gus Sonnenburg Vs. Jack Ganson of Los Angeles, World's Heavyweight Championship bout in the Windsor Arena. He is an ardent hunter, and his constant companion is a long black cigar.

Tom is Foreman of the Tool Shop and Machine Repairs at B.C.I. and a very popular executive.

We Must Make Things Last -- How Can We Do It?

"Clothes are quite an item in my budget, says Annie Adams, B.C.I. Factory Accounting, and care is taken in purchasing them. To make my apparel last, I keep it in good condition, and avoid frills and light dresses as much as possible. A simple black dress could be transformed into three or four different costumes by changing the neck line, adding a jacket or some jewelry. This enables one to make a substantial saving in dollars to put into War Bonds and Stamps."

"To save the most, buy the best, then only when the need is direst. Remember now, too, that 'A stitch in time saves nine' is more than a mere saying with a catchy rythm," replied Francis J. Wright, B.C.I. Material Control.

It is the complete story of how to prolong the lives of all things we wear, eat, or use, and very much so, that of the preservation of our own physical well-being."

"I intend to do my best to make things last until the end of the war," replied Percy Barnard, Windsor Engine Plant Toolmaker. "I hope to do this by saving on everything which is scarce and hard to get. We are lucky to have some articles at all, but if we conserve all we can, perhaps they will last until the war is over."

Robert Kelly, foreman of the Rocker Arm Department at the G.M. Windsor plant says, "There is no scrap around my place. Every time I see any bit of unused iron or steel or anything else which will help the war effort, I turn it in for salvage."

"By this means, I think we can get enough material to make things last for the duration, by repairing, and generally preserving that which we have."

Muriel Bell of the Government Inspection at Regina Industries finds that wearing ankle sox over her stockings while at work helps greatly to prolong the life of her hosiery. Muriel has also discovered that she can wear out a lot of old clothes at work, as when she wears a smock over them, nobody sees them. Although this is not exactly preserving clothing, it has the same result—in cutting down on the purchase of new clothes.

A Sure Sign of Spring Is Seen In Golf Club's Plans For 1943 Season

Date Set to Hold Spring Get-Together'' on May 10th.

A Sports Organization that has weathered many vicissitudes over an extended period and, like Johnnie Walker, is "still going strong", is the "General Motors Golf Association." It was fathered back in 1926 by Harry Begg, one of those dour Scotsmen who learned his golf on the Braid Hills of Edinburgh, the city where every married woman has to spend her spare time amongst the heather and the gorse on the hillside looking for golf balls for her husband to play with.

Harry has seen many members come and go, until today he is the only one of the old originals remaining. Long may he be spared to carry on, giving the benefit of his sage Scots counsel to the young proselytes who come each year to worship at the shrine of Golf.

Although called the "General Motors Golf Association", this organization has always been self-supporting and is "General Motors" only to the extent that membership is restricted to those G.M. employees who are members of the Oshawa Golf Club. The number of members has varied from fifty to one hundred, and altogether the G.M. Golf Association has been an important factor in the successful operation of the parent Club.

Past Presidents include such well-known names as Bob Mills, Bob McNab, Tom Caldwell, Fred Coate, Norm Daniel, Leo Wood, Charlie Seaton, Gay McLaren, Charlie McDougall, Howard Hiscock, Clyde Cotton, Harry Begg, Lex Chisholm, Evan Reynolds.

With the imminence of Spring, the thoughts of all golf addicts begin to turn again to the tees and greens and the G.M. Golf Association is no exception. The date of the annual Spring get-together has been set for May 10th and a good attendance of members and prospective members is confidently expected. It is recognized that 1943 is going to be a difficult year, but difficult years have been weathered before and there seems to be no real reason why, given the support of all interested players, the old G.M. Golf Association cannot play its part in offering a goodly share of pleasurable and healthful outdoors recreation to the G.M. war workers in Oshawa.

Twice holders of the Dominion Junior hockey championship and contenders for the title in 1938 and 1942, the Oshawa Generals are again a serious threat to all comers.

Advancing through the final stages of the O.H.A. playdowns, with four wins out of five starts, in the semi-final and final series against Hamilton and Brantford Lions, respectively, there was no doubt that the Generals merited the top ranking position held throughout the 1942 and 1943 season.

The series between Ottawa St. Pats and the Generals starts as the WAR-CRAFTSMAN goes to press. Upsets are of course a rule in the sporting world, but the Generals were expected to take this series in two straight games.

The final contest for Eastern Canada would then be between two teams, both having outstanding playing records to their credit. Montreal Canadiens chalked up fourteen clear wins in a row this year and as everyone knows the Oshawa Generals were easily the best in the O.H.A. loop. So this series, if it materializes, should provide some of the best hockey entertainment of the whole season.

We hope to be able to announce in the next WAR-CRAFTSMAN that our team are Dominion champions. Whether or not this is the case, Oshawa fans will have been treated to the usual outstanding hockey performance they have come to expect from this all Canada star team. The boys have played, individually and collectively, a brand of hockey that was at all times skillful and spectacular, worthy of every good wish for continued success which all G.M. employees heartily extend to them.

B.C.I. HIGHLIGHTS

Plans are under way for entering a softball team into the Windsor Industrial League, and a great deal of enthusiasm is being put into this effort by Vic Larke and Vic Wyatt. There are many former softball players at B.C.I., and their entrance into this league should prove a success. Permission has been asked of the Parks Board to obtain the use of neighbouring Stodgell Park two nights a week, and in this manner perhaps the girls of B.C.I. could form an inter-plant softball league. The league will be under the patronage of the B.C.I. Social Club, and we look forward to an aggressive program of keenly contested games from the different departments.

Regina Commandos Bow Out In Provincial Hockey Final Tilt

Winners of South Sask. League Stopped by Saskatoon Team

Regina Industries Limited's own team have put their sticks "on ice" until the snow blows next fall again. After winning the Southern Saskatchewan Championship, the Commandos were retired from further competition by the fast-moving Saskatoon Quakers.

R.I.L. employees supported the team in a way that left no doubt that their hearts were in the game. Coach Billy Owen and Manager Maurice Williams and all the boys are to be complimented for a fine performance. After all, the game's the thing.

SPORTSHORTS

Before the next issue of the WAR-CRAFTSMAN appears the bowling leagues expect to have held their final play-offs for this season. Bowling league scribes are asked to send in accounts of final standings and highlights of the year. We expect to have news and pictures in the next issue of the WAR-CRAFTSMAN.

The office hockey league's final game between the third and fourth floor teams is scheduled to be played in the second week in April. It is hoped that funds raised by the Office Hockey League Association will amount to over $100.00, which is to be given to some war service organization.

thinks everyone should adopt. "One of the best ways women have of conserving materia is by using their dress-making skill t "re-new" good clothing nearly everyon has in their clothes closet.

"You will be surprised how a dres that seemed old, by the simple additio of new accessories, crisp ruffles and sligh alterations can be made even more attractive than the season's latest offering," says Florence.

"Saturday afternoons I get in my car and collect paper for a group of Church women, to which my wife belongs," says *"Molly" Moffatt of the* Parts Book Department, Main Office, Oshawa. "This is a two-edged sword for victory. It has already contributed several tons of reclaimable paper to this vital salvage drive and the Church Society funds are replenished to help them carry on their community mission."

I'M ASKING YOU

Rationing makes me fat so I don't cuss it,
My vests I slit instead of buying new;
So why should I not heed the "Make It Do"
And order all my pants to have a gusset?

—DOUGLAS MURRAY

"Back The Attack" Is Slogan For The Fourth Victory Loan, April 26

Campaign Expected to Synchronize With Second Front

"Some time about the start of the Fourth Victory Loan campaign there may be a second front—so we have tentatively adopted the slogan, 'Back the Attack,' for the drive which opens April 26th."

So declared R. J. Dunlevy, public relations adviser, national war finance committee, Ottawa, addressing the "Forum for Victory" conference sponsored by the Canadian Association of Personnel Publication Editors at the Royal York Hotel on March 22nd.

Joint Chairman of Toronto Public Relations Committee—Harold Fry said the majority of the work in achieving the billion-dollar objective during the 21-day campaign will be done by some 30,000 volunteers, representing 480 local units spread throughout the nine provinces.

army, for uniforms, great-coat, blankets and so on; that there is enough steel in the average washing machine to make six 3-inch shells; that a Canadian Corvette requires 14 tons of anchor chain alone; that a diesel engine needs 90 pounds of copper for tubes.

Rationing Coupons

Your ration books has a two-fold mission. It must control distribution of food per individual—and per period of time. By the way, you will notice that the dates printed on the reverse of the sugar and tea or coffee coupons are now dated for Saturday. This change was made in recognition of the fact that most Canadians prefer to shop on that day.

The Government is encouraging the canning and preserving of all surplus summer crops of home-grown fruits as they mature. In your ration book is an application form for sugar to be used in such preserving. In order that plans may be made to bring the required amount of canning sugar into the country, housewives must decide right away what sugar they will need—and send in the application promptly. No sugar will be allowed for this purpose until the official opening of the canning season, on June 1st. No extra sugar is available to preserve imported, fresh or dried fruits like oranges or grapefruit which are on the market before that date.

The suggestion is made that everybody give his book a careful inspection. Each books for an adult contains: one sheet of **Green** coupons, one sheet of

patches, pants and keeps ants out of same. He also files down the points of fountain pen clips so that they don't stick into vest like arrows.

GEORGE VALET

Brunette gremlin who brushes out cuffs of old-style trousers and keeps what he finds as his tip. Also marcels lapels and keeps clothes clean to make them last.

HERK THE JERK

Never turns a light off but lets 'em burn because he knows electric power waste is sure to slow up Canada's war production.

PAUNCHY LE PORC

Otherwise known as "The Hoarder." He and his get credit for the introduction of rationing. Holder of many Axis medals; Order of Adolph der Schlemihl (Greater Germany); Knight of the Double Cross of Benito (lesser Italy); Hon. Order of the Gunny Sack (less-said-the-more-better Japan), and others.

A wastrel of the first (ditch) water. So closely resembels the louse, Adolphus Hitleratus, as to be sometimes taken for him. Has a tremendous wasteline and ought to be canned.

YOSEF THE YEGG

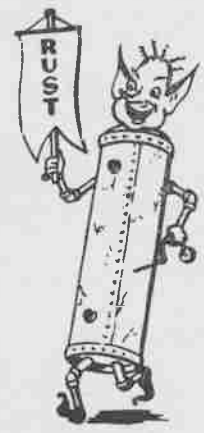
Termites aren't in it with him and his kin, moths and mould. He lurks in dark corners—he works at night. He has no food problem because he eats most everything.

HELL-FOR-BREAKFAST

The Gremlin with the "hang-over hands" — drops everything, falls over anything, fumbles the articles that can't be replaced. He's about the worst menace of the bunch—watch out for him!

HAP THE HAZARD

—Doesn't need incendiary bombs to help him start



a fire—he helps himself— working with his pal Carelessness. Antidote for this coyote—clean neat premises, frequent inspections.